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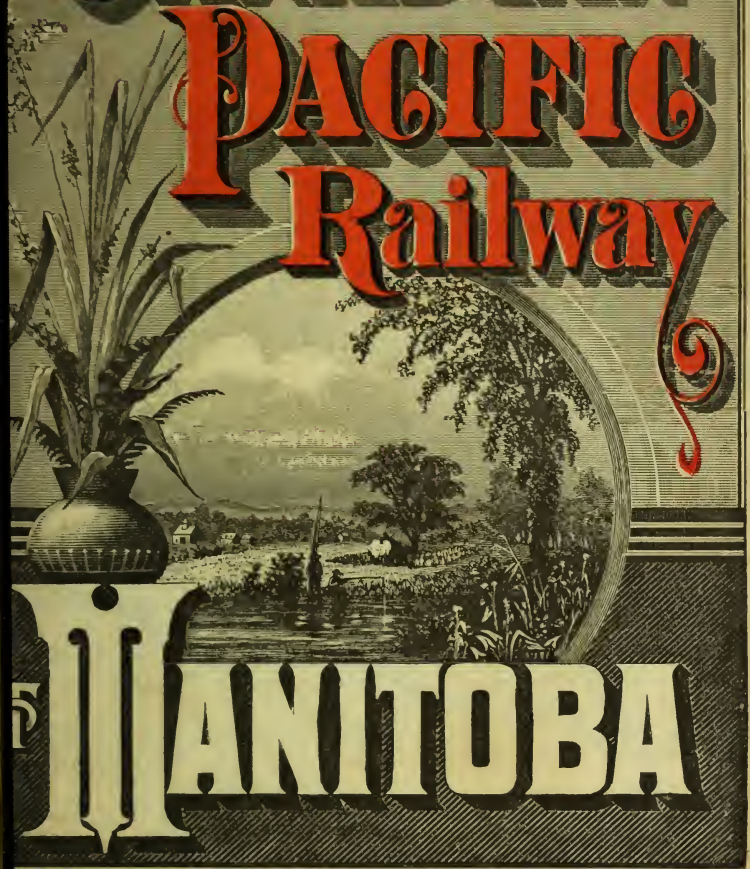
The Canadian Pacific Railway



Manitoba

And The North West Territories of Canada

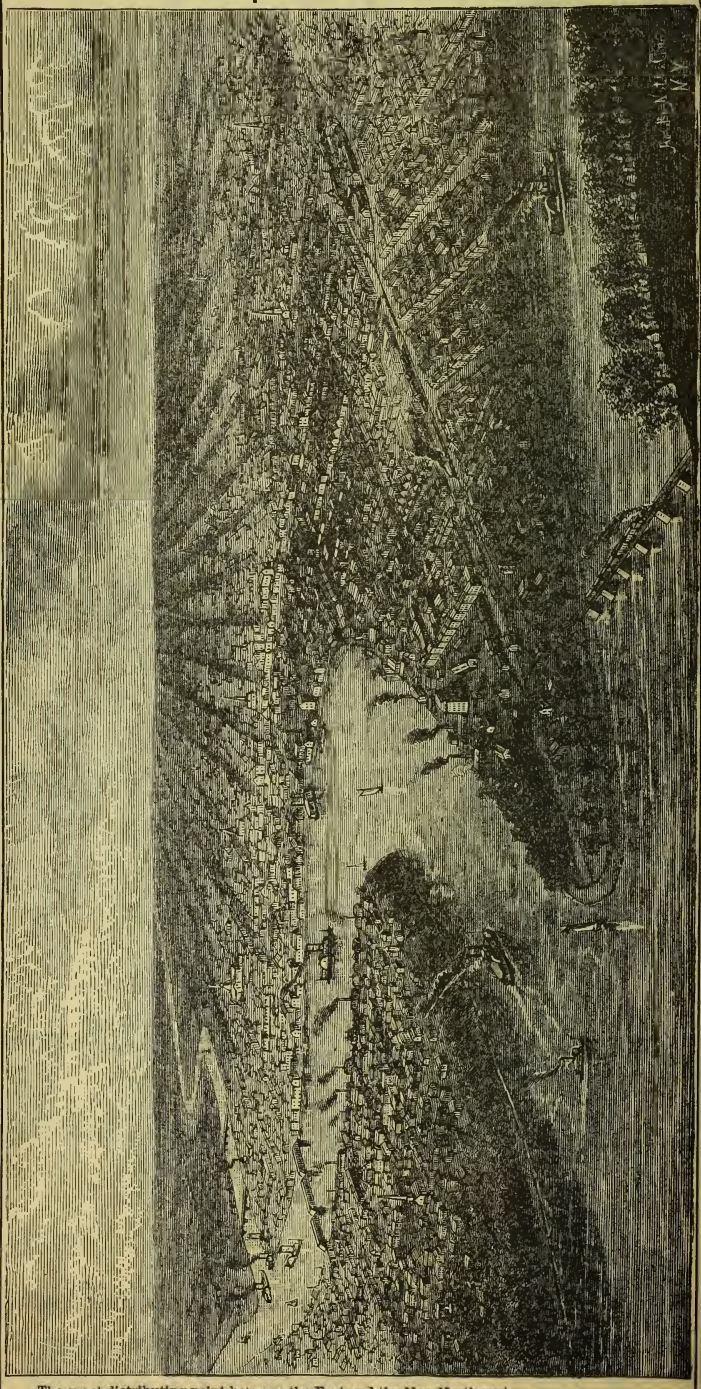
W. C. VAN HORNE, General Manager, Montreal.
J. H. McTAVISH, Land Commissioner, Winnipeg, Man.
C. DRINKWATER, Secretary, Montreal.

CANADIAN PACIFIC RAILWAY

WINNIPEG, THE CAPITAL OF MANITOBA,

AND THE

Commercial Capital of the Canadian Northwest.



The great distributing point between the East and the New Northwest.
Population in 1871, 350; population in 1881, 2\,000. Year of incorporation, 1874; assessment, $2 076,018. Assessment in 1881, $9,196,435; population in 1882, 25,000; assessment in 1882, $30,422,270.

CANADIAN PACIFIC RAILWAY

CITIES, TOWNS and VILLAGES on the WESTERN DIVISION,

WITH DISTANCES BETWEEN STATIONS.

FROM PORT ARTHUR
(Prince Arthur's Landing)
TO WINNIPEG.

Port Arthur...	0	Gilbert.....	251
Fort William..	6	Parrywood...	261
Murrillo.....	18	Summit.....	267
Kaministiqua.	28	Hawk Lake...	274
Finmark.....	37	Rossland.....	292
Buda.....	45	Rat Portage...	300
Nordland.....	56	Keewatin.....	303
Linkooping...	66	Ostersund....	311
Savanne.....	76	Deception...	316
Upsala.....	86	Kalmar.....	323
Carlstad.....	94	Ingolf.....	331
Bridge River..	104	Cross Lake....	337
English River.	116	Telford.....	341
Martin.....	124	Rennie.....	357
Bonheur.....	134	Darwin.....	362
Falcon.....	144	Whitemouth..	371
Ignace.....	152	Shelly.....	377
Butler.....	161	Monmouth....	387
Raleigh.....	171	Beausejour....	397
Tache.....	181	Tyndall.....	403
Brule.....	191	Selkirk.....	412
Wabigoon.....	204	Gonor.....	419
Barclay.....	211	Bird's Hill....	426
Oxdrift.....	222	Winnipeg Jc..	434
Eagle River...	233	Winnipeg.....	435
Vermillion Bay	243		

FROM ST. VINCENT
(International Boundary)
TO WINNIPEG.

St. Vincent	0
Emerson	2
Dominion City	12
Arnaud	20
Dufrost	28
Otterburne	37
Niverville	45
St. Norbert	56
St. Boniface	65
Winnipeg Junction	67
Winnipeg	68

FROM
WINNIPEG to STONEWALL.

Winnipeg	0
Air Line Junction	2
Stoney Mountain	13
Stonewall	20

FROM
WINNIPEG to MANITOBA CITY

Winnipeg	0
St. James	3
La Salle River	18
Morris	42
Pembina Mt. Junction	55
Gretna	69
Plum Coulee	64
Cheval Creek	81
Darlingford	95
Manitoba City	101

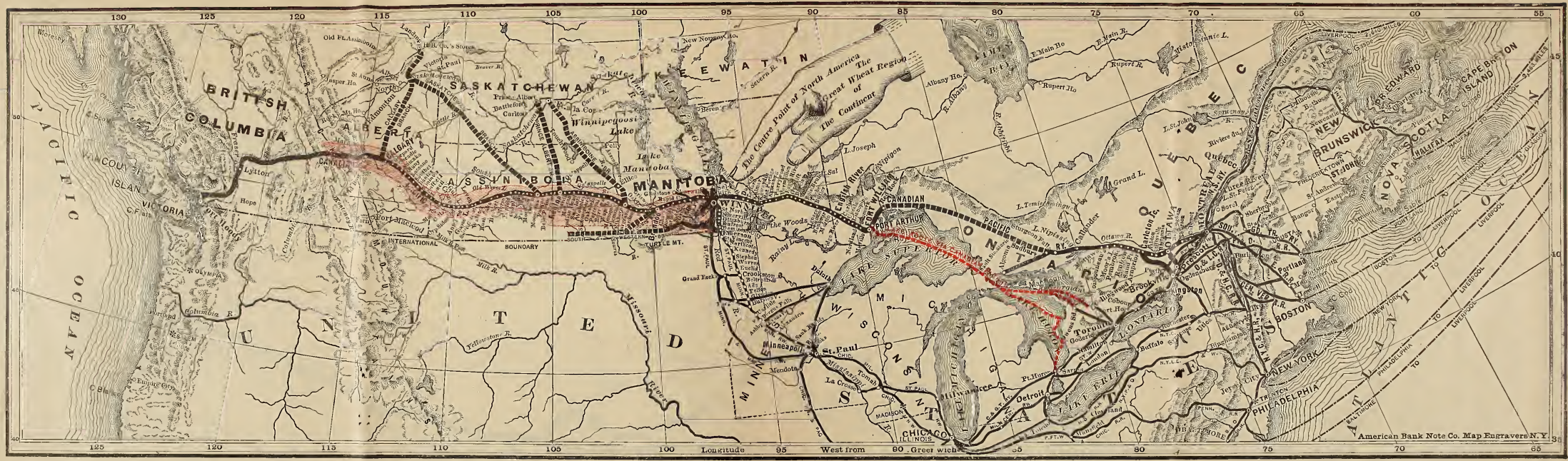
FROM
WINNIPEG TO CALGARY.

Winnipeg	0
Air Line Junction	2
Winnipeg West	8
Rosser	15
Meadows	22
Marquette	29
Reaburn	35
Poplar Point	45
High Bluff	49
Portage la Prairie	56
Burnside	64
Bagot	71
McGregor	79
Austin	85
Sidney	93

From WINNIPEG to CALGARY.
Continued.

Melbourne	99
Carberry	106
Sowell	114
Douglas	122
Chater	128
Brandon	133
Kemnay	141
Alexander	149
Griswold	157
Oak Lake	166
Virden	180
Hargrave	188
Elkhorn	197
Fleming	211
Moosomin	219
Red Jacket	227
Wapella	235
Burrows	243
Whitewood	249
Perceval	256
Broadview	264
Oakshela	271
Grenfell	279
Summerberry	286
Wolseley	294
Sintaluta	302
Indian Head	312
Qu'Appelle	324
McLean	332
Balgonie	341
Pilot Butte	348
Regina	356
Grand Coulee	366
Pense	373
Belle Plaine	381
Pasqua	390
Moose Jaw	398
Boharm	406
Caron	414
Mortlach	423
Parkbeg	432
Secretan	443
Chaplin	452
Ernfold	461
Morse	471
Herbert	480
Rush Lake	489
Waldec	500
Swift Current	511
Leven	519
Goose Lake	529
Antelope	538
Gull Lake	546
Cypress	555
Sidewood	566
Crane Lake	576
Colley	587
Maple Creek	597
Kincarth	608
Forres	618
Walsh	631
Irvine	642
Dunmore	652
Medicine Hat	660
Stair	669
Bowell	676
Suffield	687
Langevin	695
Kininvie	704
Tilley	713
Bantry	723
Cassils	733
Southesk	741
Lathom	750
Bassano	757
Crowfoot	765
Cluny	776
Gleichen	785
Namaka	794
Strathmore	801
Cheadle	809
Langdon	819
Shepard	830
Calgary	840

MAP OF THE DOMINION OF CANADA, SHOWING THE CANADIAN PACIFIC RAILWAY FROM THE ATLANTIC TO THE PACIFIC, WITH EASTERN CONNECTIONS.



COMPARATIVE TABLE OF DISTANCES.

	MILES.
From Montreal to Port Moody (Pacific terminus)	2,906
From New York to Port Moody, via Canadian Pacific Railway and Montreal	3,289
From New York to Port Moody, via Canadian Pacific Railway and Brockville	3,164
From New York to San Francisco, via Central and Union Pacific Railways and shortest connecting lines in the United States	3,331
From Liverpool to Montreal	2,790
From Liverpool to New York	3,040
From Liverpool to Port Moody, via Canadian Pacific Railway and Montreal	5,696
From Liverpool to San Francisco, via all United States routes	6,830
From Liverpool to Yokohama (Japan), via Montreal and Canadian Pacific Railway	11,019
From Liverpool to Yokohama (Japan), via New York and San Francisco	12,038

The above distances, via Canadian Pacific Railway, are by the Kicking Horse Pass, a route lately discovered by the Company's engineers, which shortens the line over ninety miles, and gives it the easiest gradients through the Rockies of any of the Pacific railroads.

CANADIAN PACIFIC RAILWAY.

Completed and in operation.

MAIN LINE.

		MILES.
EASTERN DIVISION,	Montreal to Sturgeon River	339
WESTERN "	Thunder Bay to Winnipeg	435
" "	Winnipeg to Calgary	840
		1664

BRANCH LINES.

EASTERN DIVISION,	Brockville to Carleton Place	46
" "	Perth Branch	19
" "	Aylmer Branch	9
" "	St. Eustache Branch	8
" "	St. Lin Branch	15
" "	St. Jerome Branch	14
WESTERN "	Stonewall Branch	23
" "	Pembina Branch	65
" "	South-Western Branch	115
		1963

TABLE OF DISTANCES—MAIN LINE. (When completed.)

Montreal to Winnipeg	1434
Winnipeg to Port Moody (British Columbia)	1472
	2906

LAKE ROUTE.

Montreal to Algoma (Lake Huron)	539
Algoma to Thunder Bay	370
Thunder Bay to Winnipeg	435
	1344

THROUGH DISTANCES, via CANADIAN PACIFIC RY. (When completed.)

Halifax to Winnipeg	2285	New York to Winnipeg	1817
Portland to Winnipeg	1731	Quebec to Winnipeg	1591
Boston to Winnipeg	1839	Montreal to Winnipeg	1434

DISTANCES BY OTHER ROUTES THROUGH CHICAGO.

Halifax to Winnipeg	2561	Philadelphia to Winnipeg	1731
Portland to Winnipeg	2009	Quebec to Winnipeg	1878
Boston to Winnipeg	2038	Montreal to Winnipeg	1703
New York to Winnipeg	1627		

CANADIAN PACIFIC RAILWAY

GEORGE STEPHEN, President, MONTREAL.
DUNCAN McINTYRE, 1st Vice-President, MONTREAL.
RICHARD B. ANGUS, 2d Vice-President, MONTREAL.

DIRECTORS:

Hon. DONALD A. SMITH, Montreal. PASCOE DU P. GRENFELL, London.
JOHN S. KENNEDY, New York. CHARLES D. ROSE, London.
HENRY STAFFORD NORTHCOTE, London. BARON J. de REINACH, Paris.

WM. C. VAN HORNE, General Manager, MONTREAL.
CHARLES DRINKWATER, Secretary, MONTREAL.

Agents of the Company in New York:
JAS. S. KENNEDY & CO., 63 William Street.
Agents of the Company in London, England:
MORTON, ROSE & CO., Bartholomew Lane, E. C.

REGULATIONS FOR THE SALE OF LAND.

The completion of the Canadian Pacific Railway to the South Saskatchewan River, over 600 miles west of Winnipeg, and the rapid progress made in the Government Surveys, enables the Company to offer for sale some of the finest Agricultural Lands in Manitoba and the Northwest. The lands within the Railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from

$2.50 PER ACRE

upwards, **with conditions requiring cultivation.** Prices of lands without conditions of cultivation can be obtained from the Land Commissioner. When cultivation or settlement forms part of the consideration, a rebate will be allowed, as hereinafter described.

These Regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-sixth in cash, and the balance in five annual instalments with interest at six per cent. per annum, payable in advance. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value and accrued interest. These bonds can be obtained on application at the Bank of Montreal, Montreal, or at any of its agencies in Canada or the United States.

REBATE.

A rebate of from $1.25 to $3.50 per acre, according to the price paid for the land, will be allowed on the following conditions:

1. The purchaser will not be entitled to rebate unless at time of purchase he enters into an undertaking to cultivate the land.
2. One-half of the land contracted for to be brought under cultivation within four years from date of contract.
3. In cases where purchasers do not reside on the land, at least one-eighth of the whole quantity purchased shall be cultivated during each of the four years; but this condition will not be insisted upon in the case of an actual settler residing continuously on the land, who will have the privilege of doing his cultivation at any time within the period named.
4. Where a purchaser fails to carry out fully the conditions as to cultivation within the time named, he will be required to pay the full purchase price on all the land contracted for. But if from causes beyond his control, proved to the satisfaction of the Company, a settler so fails, he may be allowed the rebate on the land actually cultivated during the four years, on payment of the balance due, including the full purchase price of the remainder of the land contracted for.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:

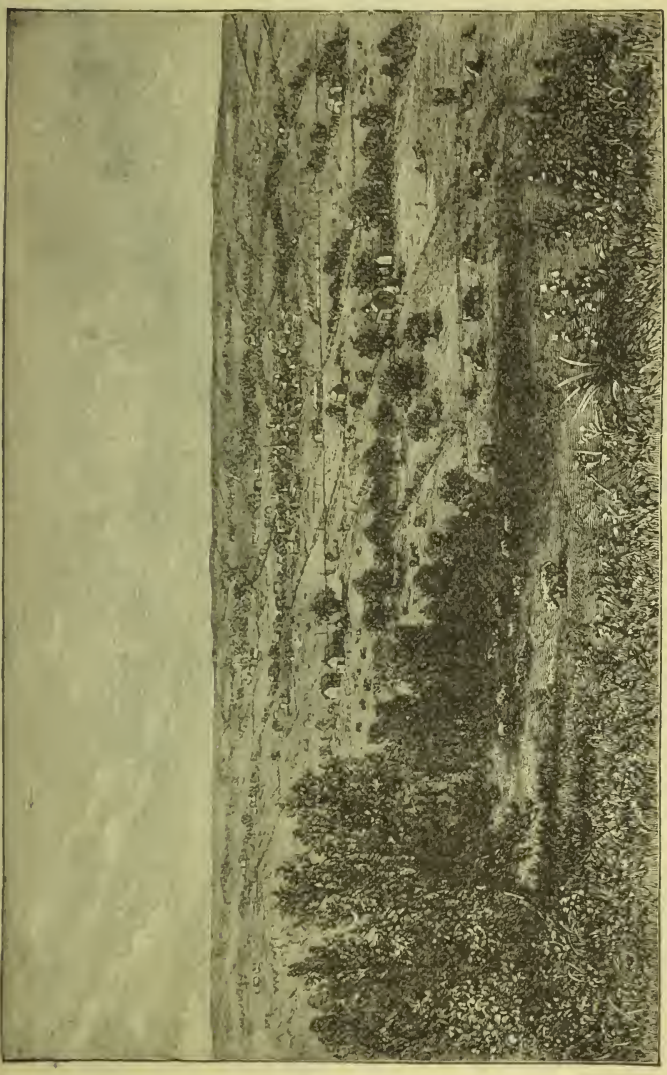
1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.
3. The Company reserves from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes.
4. Mineral, coal and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.
5. The Company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.
6. Liberal rates for settlers and their effects will be granted by the Company over its Railway.

For further particulars, apply to the Company's Land Commissioner, John H. McTavish, Winnipeg.

By order of the Board, CHARLES DRINKWATER,
Montreal, Nov. 30th, 1882. *Secretary.*

CANADIAN PACIFIC RAILWAY

Manitoba and the Canadian Northwest.



QU'APPELLE VALLEY.

SOIL.

The soil is a rich, deep, black argillaceous mould or loam, resting on a deep and very tenacious clay subsoil. The depth of the loam ranges from two to four feet. It is among the richest, if not positively the richest soil in the world, and specially adapted to the growth of wheat, oats, barley, root crops and grasses. In support of this the following testimony from so high an authority is important:

"The soil" [referring to a sample from Manitoba sent him for analysis] "is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality.

(Signed) "STEPHENSON MACADAM, M.D.,
"Lecturer on Chemistry.
"Analytical Laboratory, Surgeons' Hall,
"Edinburgh."

Manitoba and the Canadian Northwest.

WOOD.

Wood for building and fencing purposes is a matter of great importance in a prairie country, and in this respect the Canadian Northwest is peculiarly favored.

Although there are sections where wood is scarce, as a general rule there is a well regulated supply throughout the country. The plains abound with wood in clumps; and in other parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their prairie farms, besides which the numerous rivers are invariably lined with wood on each bank.

Elder, oak, elm, maple, basswood, cottonwood, poplar, willow, white and red cedar, birch, spruce, tamarack, cherry, balsam, ash, pine and other varieties are found in groves and in detached clumps.

During the summer of 1883 the railway will enter the forests of the Rocky Mountains, which contain some of the finest timber in the world —sufficient to supply the prairie region of the Northwest with lumber for all time. This, coupled with the development of the coal district, will insure a plentiful supply of cheap fuel and timber.

COAL.

Coal is found in quantities on those portions of the prairie section where the absence of timber makes it most valuable for fuel and railway purposes. The principal beds are along the Bow River in the vicinity of Medicine Hat, where the railway crosses the South Branch of the Saskatchewan; also along the Souris River, and on the North Saskatchewan, both above and below Edmonton. In addition the Arthabaska district is known to abound in excellent coal and petroleum. Professor G. M. Dawson of the Government Geological Survey Staff, who has made a special study of the coal areas, gives the following approximate estimate of the quantity of coal per square mile underlying the country in several localities:

Main Seam, in vicinity of Coal Banks, Belly River, 5,500,000 tons; Grassy Island, Bow River (continuation of Belly River Main Seam), 5,000,000 tons; Horse Shoe Bend, Bow River, 4,900,000 tons; Blackfoot Crossing, workable coal in seam as exposed on Bow River, 9,000,000 tons.

Mines are now being opened at Medicine Hat and along the Belly River, and a large output from both places is expected this season. In addition to this, the opening of the Canadian Pacific Railway to Port Arthur (Prince Arthur's Landing), on Lake Superior, will now enable coal to be imported and sold in the Canadian Northwest as cheaply as it is in the Western States of America.

CLIMATE.

The climate is very favorable to the raising of grain and root crops. The spring commences early in April, and the weather, with very little exception, continues fine and dry till the latter part of May. From that time till the end of June it is generally wet, but July, August and September, with the exception of occasional thunder showers, are beautiful months, the weather being warm and pleasant. October is frequently one of the most delightful months of the year. Winter commences in November, sometimes in the early part of the month, sometimes later, and lasts until March. The atmosphere is very bright and dry, and the cold, although severe at times, is not so much felt as in the more southern and eastern parts of the continent, owing to the extreme dryness of the atmosphere. The mean winter temperature is almost precisely the same as that of St. Paul and Montreal, and very little snow falls on the prairies, the average depth being about eight to ten inches.

Manitoba and the Northwest Territories of Canada are officially declared to be "among the absolutely healthiest countries on the globe, and most pleasant to live in. Epidemic diseases are unknown. There is no malaria."

WATER.

The numerous lakes, rivers, streams and springs supply an abundance of the best water; and where the settler cannot reach these there is no difficulty in getting a supply by boring. Where it is found necessary to dig for water it can generally be found at a distance of from twelve to twenty feet. When once found there is assured forever afterwards an unfailing supply.

Manitoba and the Canadian Northwest.

PRODUCTIONS.

The average wheat crop of Manitoba and the Canadian Northwest is 33 per cent. greater than the average returns from the best of the American wheat-growing States. The official returns for the season of 1881, as published by Bradstreet, show that the total production of wheat in the United States and Territories was 368,972,000 bushels, *a little more than half the crop which may be produced on the lands of the Canadian Pacific Railway in a single year.* According to the same authority the average yield per acre in the principal American wheat-producing States was as follows: Illinois, 7.5 bushels per acre; Ohio, 12.8; Michigan, 10.5; Minnesota, 17, and none over 25 bushels per acre. Official reports from stations on the line of the Canadian Pacific Railway and from other points in Manitoba, and the report of the Minister of Agriculture, show the average yield of wheat for 1881 to have been 30 bushels to the acre. For the same season, and in the same Territory, the average yield of oats was 45¼ bushels, and barley 37¾ bushels per acre.

The following statement shows the average yield per acre in Manitoba of the several under-mentioned crops, compiled from the returns made to the Department of Agriculture, and compares the same with the yield in some of the principal agricultural States in the Union:

WHEAT—average yield per acre.

Manitoba	30 bushels.	Pennsylvania	15 bushels.
Minnesota	17 "	Massachusetts	16 "
Wisconsin	14 bushels.		

BARLEY—average yield per acre.

Manitoba	40 bushels.	Iowa	22 bushels.
Minnesota	25 "	Ohio	19 "
Wisconsin	20 "	Indiana	19 "
Illinois	17 bushels.		

OATS—average yield per acre.

Manitoba	57 bushels.	Iowa	28 bushels.
Minnesota	37 "	Ohio	23 "

FRUITS AND VEGETABLES.

Strawberries, raspberries, whortleberries (blueberries), currants, gooseberries, several varieties of apples and small fruits, do equally well in Manitoba; and turnips, beets, pumpkin, squash, citron, cabbage, egg-plant, cucumbers, celery, carrots, tomatoes, potatoes, onions, and in fact, all garden products, reach a perfection in Manitoba quite unknown in other and less favored localities. All vegetables are prolific and yield abundantly, as may be seen by the following instances, the correctness of which can be vouched for at any time by numerous farmers resident in the country:

Turnips, 30 pounds each, common weight 12 pounds; squash, 5½ feet round the centre; carrots, 11 pounds each; citron, 18 pounds each; onions, 1½ pounds each; mangel-wurzel, 27 pounds each; beets, 23 pounds each; cabbages, 49 pounds each.

MARKETS.

A very important question to the farmer is the distance from the farm to a market for his produce. This question, so far as it relates to the Canadian Northwest, the Canadian Pacific Railway Company are solving by the erection of elevators at different points on the line of the road, thereby assuring to the producer a permanent market for grain where he may always receive the highest market price. The stations along the line are at easy distances, the average at present being from seven to ten miles apart; and as each station rapidly becomes a centre of trade for the surrounding country, it will readily be seen how happily situated settlers are for easy access to markets. The rapid construction of railways and other public works, as well as the great influx of population taking place, will for years create a large home market; and the facilities for transport by water and rail—equal, if not superior, to those of the Western States of America—will, combined with the very much larger yield of crops, place the farmers of the Canadian Northwest in an exceptionally good position in regard to markets for their produce.

CANADIAN PACIFIC RAILWAY

Manitoba and the Canadian Northwest.

STOCK RAISING.

The Canadian Northwest is destined to be one of the leading stock raising countries in the world.

The prairie hay has already become famous and its nutritious qualities acknowledged on all sides. In fact, stock raising will, in the near future, rival the production of grain in the fertile belt. The eastern base of the Rocky Mountains, and the Peace River District especially, will become great fields for graziers to carry on an immense business in cattle, the wild grass in those localities being even of better quality than that found on the plains. The climate here is particularly well adapted to stock raising, as cattle remain out all winter and feed themselves.

Cattle raising is already being prosecuted on a large scale in certain portions of the Northwest Territory, the Marquis of Lorne, Governor-General of the Dominion of Canada, having on his recent tour through the country reported several large droves between Edmonton and the Rocky Mountains, and one drove numbering 7000 head at Fort Calgary, the terminus of the prairie section of the Canadian Pacific Railway. Some of the ranches at the eastern base of the Rocky Mountains have as many as 15,000 to 20,000 head of cattle, and the business is yearly increasing. Cattle raisers who have in the past wintered their herds south of the boundary line are now driving them into the Northwest Territory, where the grasses are more nutritious, and the water, which abounds everywhere, remarkably pure. A very prominent feature of the cattle ranges of the Canadian Northwest is the fact that very little snow falls, thus allowing cattle to graze through the winter. Recently a good deal of stock of approved breeds has been brought into Manitoba, and, as it has flourished as well as native stock, fancy stock breeding will in the future be among the most remunerative pursuits. There are between forty and fifty different varieties of grasses, sedges and legumes in the Northwestern prairies.

The first point a farmer would note about them is the abundance of the foliage of nearly all the species. While the grasses of Eastern Canada are nearly all culm or stem, having most of them only one, two or three leaves, most of the Northwestern grasses have from ten to twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

Although it is now more than forty years since sheep raising was first introduced in the neighborhood of the Red River, these animals have never been attacked by disease. Fleeces from sheep grown in Manitoba are, as a rule, heavy. The freedom from disease, which is doubtless due to a great extent to the dry atmosphere, is accountable for this. Sheep thrive equally well all through the Canadian Northwest. The raising of horses and cattle will undoubtedly prove one of the chief industries.

CHURCHES AND SCHOOLS.

All religious denominations are represented in Manitoba and the Canadian Northwest. Churches are found everywhere where the settlements are large enough to warrant the construction of church edifices. In other cases visiting clergymen make frequent and regular trips. Among the denominations represented in all parts of the Canadian Northwest are the Episcopal, Methodist Episcopal, Canada Methodist, Presbyterian, Congregationalist, Baptist and Roman Catholic. The Dominion Government has set apart two sections or 1280 acres of land in each township, the proceeds of which, when sold, are applied to the establishment of schools. The system of education is that of separate schools, and the grants of money are equally divided according to the number of children in each section, as ascertained by annual census. As fast as settlement progresses schools are established, and, as teachers have to pass a rigid examination before they are appointed, the education of the children is generally of a high class.

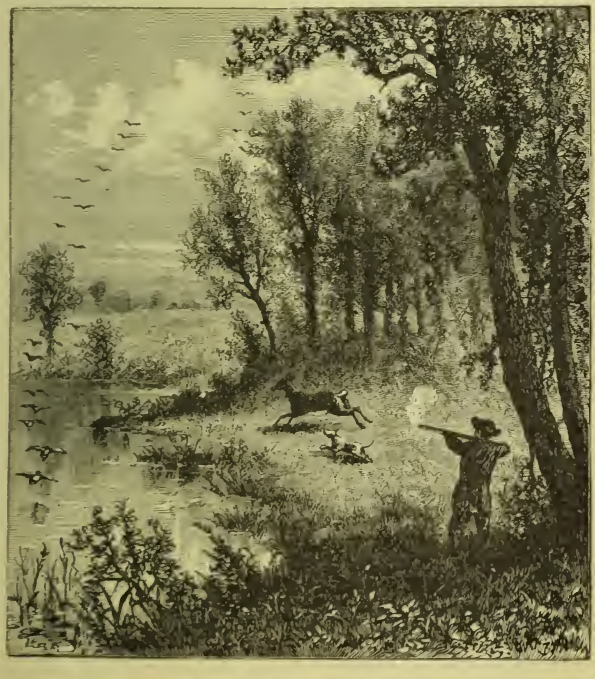
THE LAWS.

There are no burdensome taxes, no forced enrolment as soldiers; every man is free, and required only to respect the laws that are framed for the protection of life and property. The institutions of the country are of a thoroughly popular character.

Manitoba and the Canadian Northwest.

HUNTING AND FISHING.

As fish and game are plentiful throughout the Province of Manitoba and the Canadian Northwest, it would be difficult to indicate which, if any, particular locality has the preference. The Lake of the Woods, Lake Winnipeg, Lake Manitoba, Lake Deception, Shoal Lake, and the innumerable streams which feed them, the Red, Assiniboine, Saskatchewan, Scratching, Nelson, Souris, and other rivers, together with their thousands of feeders, are alive with fish, including whitefish, pickerel, pike, catfish, sturgeon, rock bass, black bass, suckers, perch, sunfish, gold-eye, carp, etc., etc. The whole country from Lake Superior to the Pacific Ocean is the abode of game of all descriptions: prairie chicken, duck of all varieties, wild geese, crane, snipe, swan, partridge, pigeons, pheasants, meadow lark and plover. Buffalo, cariboo, moose, elk, deer and antelope are found in different localities. Large game abounds in great profusion in many places west and northwest of Winnipeg, and the huntsman or fisherman, whether he pursues game or fish for sport or profit, can always be assured of finding sufficient to occupy his attention.



HUNTING SCENE ON THE SOURIS.

SCENERY.

The Prairie Section of the Canadian Northwest, extending westward from the neighborhood of Winnipeg to the base of the Rocky Mountains, a distance of over eight hundred miles, contains large tracts of the finest agricultural lands in the world. The prairie is generally rolling or undulating, with clumps of wood and lines of forest here and there. It abounds with lakes, lakelets and running streams, in the neighborhood of which the scenery has been described as the finest park scenery in the world.

Manitoba and the Canadian Northwest.

SEASONS.—Ploughing commences in April. Seeding in April and May. Harvest in August. Winter commences middle of November and lasts till end of March.

CLIMATE.—Healthy, no epidemic diseases, no malaria. Spring—Clear and bright. Summer—Warm, with cool nights. Autumn—Balmy and pleasant. Winter—Uniform, dry and bracing.

SOIL.—Rich, black, argillaceous mould or loam, 2 to 4 feet deep, on a very tenacious clay subsoil.

WATER.—Good water by digging anywhere. Clear running streams. Ponds and picturesque lakes.

WOOD.—Groves and clumps of trees dot the prairie. The rivers and streams are lined with timber, and wood is easily obtainable for fuel and building purposes.

HAY.—Cattle prefer the wild prairie grass of the Canadian Northwest to the cultivated varieties. It is very fattening to stock and abundant everywhere. Timothy yields three tons per acre.

YIELD OF CROPS PER ACRE.

Wheat	30	bushels—weight,	62	to 66	pounds.
Oats	57	"	" 40	"	
Barley	40	"	" 50	"	
Potatoes	350	"			
Turnips	1000	"			
Carrots	300	"			
Onions	270	"			

FRUIT.—Fruit trees of all ordinary kinds yield abundantly. Currants, raspberries, gooseberries, grapes, strawberries, etc., thrive excellently.

COST OF LIVING.—Provisions and goods of all kinds can be purchased at reasonable prices. Agricultural implements of the most modern class about the same prices as in the older parts of Canada, and cheaper than in the United States.

MARKETS.—The rapid construction of the Railway and other public works, and the constant influx of new settlers, create a large and never-failing home demand for farm produce. Centres of trade are being established all over the country. Elevators are built along the line for the convenience of eastern buyers. Prices rule about the same as in Minnesota and Dakota, with double the yield per acre.

QUALITY OF GRAIN.

The following certificate speaks for itself:

Certificate from the President of the Corn Exchange, Montreal, as to the excellent quality of Manitoba grain.

"Montreal, Jan. 17, 1882.

"I have examined samples of grain grown in Manitoba, submitted by the Canadian Pacific Railway.

"The sample of Fife wheat is specially good, as also No. 1 Hard, which is the quality of wheat now so much sought after by millers.

"The barley, white and black oats, peas and beans shown are all of very superior quality, and would command very high prices in this market.

"A. MITCHELL,
"President Corn Exchange Association, Montreal."

Manitoba Hard wheat is well known to be the finest in the world.

FIRST CROPS.—A fair crop of wheat, oats, or potatoes can be had from land newly broken.

MANURE.—The land will not bear manure for several years after breaking—it is too rich.

THE CANADIAN PACIFIC RAILWAY COMPANY has issued a pamphlet containing full information respecting climate, soil, productions, etc., with a description of the lands of the Canadian Northwest. The pamphlet contains full information as to Government and Railway Lands, and how to obtain them, together with statistics and other information of value to settlers. Sent free of charge, by addressing

JOHN H. McTAVISH, Land Commissioner,
WINNIPEG, MANITOBA.

GEO. W. HIBBARD, Asst. Gen'l Passenger Agent,
MONTREAL.

E. W. THOMPSON, Trav. Pass'r Agent,
306 WASHINGTON STREET, BOSTON.

CANADIAN PACIFIC RAILWAY

Information relating to the Terms of Sale of the Company's Lands.

THE PRICES

of the sections in the railway belt have been graded, ranging from **$2.50** upward, with conditions requiring cultivation, and without cultivation or settlement at liberal figures. In fixing these prices, distance from the railway, quality of soil, and its general adaptability for farming purposes, based on reports of experienced land examiners, have been taken into consideration. Detailed prices of sections in any particular township can be obtained from J. H. McTavish, Land Commissioner, Winnipeg.

FIELD NOTES

of sections as examined are on file in the Winnipeg office, and are at the service of intending purchasers, to aid them in making good selections. The lands will be sold with or without conditions of cultivation, as the purchaser may at the time elect. If bought subject to cultivation,

A REBATE

amounting to one-half the purchase price will be allowed on the quantity cultivated, and applied on the next payment falling due.

Special Arrangements as to Price can be made for

Grazing and Meadow Lands

On application at the Land Office of the Company in Winnipeg.

All reserved sections, that is all sections of which any portion is within one mile of the line, and sections in the immediate neighborhood of town sites and stations, are now, for the first time, offered to the public, subject to special conditions as to cultivation, and at prices to be obtained from J. H. McTavish, Land Commissioner, Winnipeg.

TOWN LOTS

are for sale at the office of the Land Department, Winnipeg, in the following Canadian Pacific Railway Company's surveys:

Carberry, Marquette, Rosser,
McGregor, Sydney, Sewell,
Gretna, Chater, Melbourne.

Applicants for Lands are referred to the general conditions of sale as set forth in the regulations.

THROUGH TICKETS

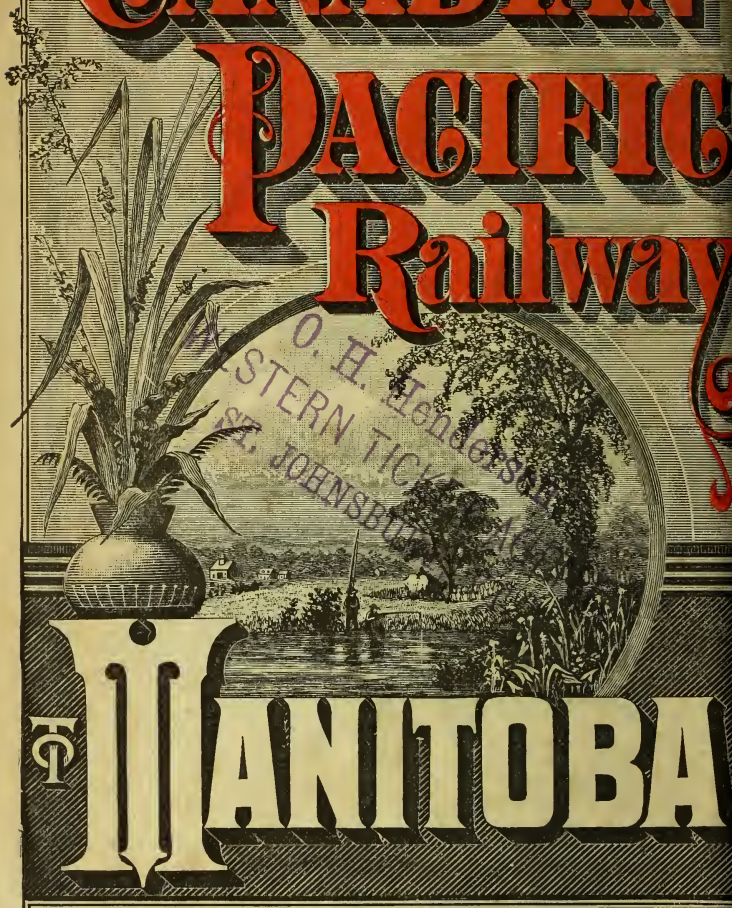
—: TO :—

PORT ARTHUR,
RAT PORTAGE,
ST. VINCENT,
EMERSON,
WINNIPEG,
SELKIRK,
PORTAGE LA PRAIRIE,
BRANDON,
BROADVIEW,
QU'APPELLE,
REGINA,
MOOSE JAW,
SWIFT CURRENT,
MEDICINE HAT,
CALGARY,

And all other stations on the Canadian Pacific Railway can be secured of any reliable ticket agent in Canada or the United States, from whom full information can be obtained as to the

DIFFERENT ROUTES FROM THE EAST.

The Canadian Pacific Railway



To Manitoba

And The North West Territories of Canada

AMERICAN BANK NOTE CO. N.Y.

W. C. VAN HORNE, General Manager, Montreal.
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